

INFORMATION REPORT - INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	North Korea	REPORT	
SUBJECT	Sale of Tickets, Legal Load, Fares, and Schedules of Railroads in North Korea	DATE DISTR.	7 September 1955
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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

1. Separate ticket-sales windows to serve military, civil government employees^{25X1} and ordinary citizens had been established in the railroad stations in P'yongyang, Najin, Wonsan, and Ch'ongjin in May 1955. Military personnel and public officials usually experienced no difficulty in obtaining tickets, which were issued promptly when their travel orders were presented at the designated window. Only those tickets left after officials had been served were available to ordinary citizens. Although there was a regulation prohibiting the sale to ordinary citizens of tickets directly to P'yongyang, Sinuiju, and Kaesong, it was not strictly enforced since tickets could be bought if a reasonable explanation were given by the traveler of his need to visit these cities. Otherwise a ticket could be purchased to some point within 40 kilometers of the cities. Illegal sales of tickets on occasion had been engineered by station employees. They delivered tickets for sale to private dealers from whom civilian travelers very easily could buy the tickets at exorbitant rates. The safest method of purchase, however, was to hire a boy from one of the local hotels or inns to purchase the ticket.
2. The legal load for each passenger car was 70 persons, but this rule was often disregarded. Express trains made only five-minute stops at major stations; whereas local trains stopped at all stations.
3. The fare between P'yongyang and Kaesong was 184 won; between P'yongyang and Najin, 700-800 won. Children under 6 years of age paid no fare. An additional fee of 200 won was charged for express train tickets; but if the train were more than two hours late, express charges might be refunded.
4. Train schedules between P'yongyang and Kaesong were as follows:

		<u>Train A</u>	<u>Train B</u>	<u>Train C</u>		<u>Train D</u>
P'yongyang	LV	2000	0900	1100	LV	1500
Kaesong	AR	0400	1500	2200	AR	0700

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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Train A, an express that originated in Sinuiju, was composed of 8 to 12 passenger cars and two freight cars. Train B originated at P'yongyang station. Train C, a local, was composed of 8 passenger cars and 5 freight cars. Train D, an express, terminated in Sinuiju. Passenger trains left P'yongyang for Chinnamp'o at 1140 and 1920 hours, but their arrival time was undetermined. Over a three-month period, the freight line operating between Chinnamp'o and P'yongyang was the busiest one operating out of P'yongyang; several freight trains ran between P'yongyang and Kaesong.¹

Comments

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Additional information about train travel in North Korea was given in

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1. a common train imported from Russia left P'yongyang at 2030 hours for Kaesong; it originated in Sinuiju. Two passenger trains operating daily between P'yongyang and Kaesong were also reported. The fare for the twelve-hour trip was reported as being 185 won.

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